

## Step B: Component Screening

Screening Criteria	Component Screening Measures
<b>1 Community Livability and Human Resources</b>	
1.1 Enhance, or minimize adverse impacts related to noise	1.1 Magnitude (on a qualitative scale) of residential properties within approximate noise impact contour
1.2 Enhance, or minimize adverse impacts on neighborhood cohesion	1.2 <i>Criteria 1.2 to be assessed during alternative package screening</i>
1.3 Enhance, or minimize adverse impacts on air quality	1.3 <i>Criteria 1.3 to be assessed during alternative package screening</i>
1.4 Avoid or minimize residential displacements	1.4 Magnitude (on a qualitative scale) of residential properties crossed by component's conceptual footprint
1.5 Avoid or minimize business displacements	1.5 Magnitude (on a qualitative scale) of commercial/industrial properties crossed by component's conceptual footprint
1.6 Avoid or minimize adverse impacts on historic and cultural resources	1.6 Magnitude and significance (on a qualitative scale) of public park and recreation resources crossed by component's conceptual footprint
1.7 Avoid or minimize adverse impacts on public park and recreation resources	1.7 Magnitude and significance (on a qualitative scale) of historic and cultural resource properties crossed by component's conceptual footprint
<b>2 Mobility, Reliability, Accessibility, Congestion Reduction, and Efficiency</b>	
2.1 Reduce travel times and delay on I-5 within the bridge influence area for passenger vehicles	2.1 Potential (on a qualitative scale) for component to improve peak period passenger vehicle travel times and delay on I-5 through the bridge influence area
2.2 Reduce travel times and delay on I-5 within the bridge influence area for transit modes	2.2 Potential (on a qualitative scale) for component to reduce peak period travel time and delay for transit vehicles on I-5 through the bridge influence area
2.3 Reduce the number of hours of daily highway congestion along I-5	2.3 Potential (on a qualitative scale) for component to reduce the number of hours of daily highway congestion within the bridge influence area
2.4 Enhance or maintain accessibility of jobs and housing to I-5 within the bridge influence area	2.4 Persons crossing Columbia River via I-5 by mode during the peak period <i>Criteria 2.4 to be assessed during alternative package screening</i>
<b>3 Modal Choice</b>	
3.1 Promote transportation choices	3.1 Potential (on a qualitative scale) for increasing transit capacity as a percentage of total daily capacity and peak period capacity across the I-5 Columbia River bridge
3.2 Improve service to target markets	3.2 Potential (on a qualitative scale) to improve transit service in the I-5 corridor to identified travel markets
3.3 Improve bike/pedestrian connectivity	3.3 Ability (on a qualitative scale) to improve connectivity of bicycle and pedestrian trips through the I-5 bridge influence area
3.4 Decrease percentage of Single Occupancy Vehicle travel	3.4 Potential (on a qualitative scale) for component to reduce the percentage of single occupancy vehicle travel during the peak period travel on I-5 within the bridge influence area
<b>4 Safety</b>	
4.1 Enhance vehicle/freight safety	4.1 Potential (on a qualitative scale) for component to improve vehicle/freight safety within the bridge influence area
4.2 Enhance bike/pedestrian facilities and safety	4.2 Quality (on a qualitative scale) of bicycle and pedestrian pathways provided within a component
4.3 Enhance or maintain marine safety	4.3 Quality (on a qualitative scale) of navigation channel geometrics to accommodate ship movements
4.4 Enhance or maintain aviation safety	4.4 Ability (on a qualitative scale) to accommodate FAA clearance zone for Pearson Airpark
4.5 Provide sustained life-line connectivity	4.5 Ability (on a qualitative scale) to accommodate life-line connections in the I-5 corridor across the Columbia River to be maintained in an earthquake
4.6 Enhance I-5 incident/emergency response access within the bridge influence area	4.6 Quality (on a qualitative scale) to accommodate incident/emergency service access to incidents on I-5 in the bridge influence area
<b>5 Regional Economy; Freight Mobility</b>	
5.1 Reduce travel times and reduce delay for vehicle-moved freight on I-5 <u>within</u> the bridge influence area	5.1 Range of travel times (on a qualitative scale) between up to five origin/destination pairs of typical freight centers within the bridge influence area (e.g., between Port of Vancouver and Columbia Blvd. interchange)
5.2 Reduce travel times and reduce delay for vehicle-moved freight on I-5 <u>through</u> the bridge influence area	5.2 Potential (on a qualitative scale) for component to reduce daily delay for trucks on I-5 through the bridge influence area during midday periods
5.3 Enhance or maintain efficiency of marine navigation	5.3 Potential (on a qualitative scale) for component to avert extension of "no bridge lift" periods tied to I-5 congestion
<b>6 Stewardship of Natural Resources</b>	
6.1 Enhance, or minimize adverse impacts on threatened or endangered fish or wildlife habitat	6.1 Magnitude (on a qualitative scale) of direct impact on designated critical habitat and other threatened or endangered species habitat
6.2 Enhance, or minimize adverse impacts on other fish or wildlife habitat	6.2 Magnitude (on a qualitative scale) of direct impact on other fish and wildlife habitat
6.3 Enhance, or minimize adverse impacts on rare, threatened, or endangered plant species	6.3 Magnitude (on a qualitative scale) of direct impact on rare, threatened, or endangered plant species
6.4 Enhance, or minimize adverse impacts on wetlands	6.4 Magnitude and significance (on a qualitative scale) of direct impact on wetlands
6.5 Enhance, or minimize adverse impacts on water quality	6.5 Magnitude (on a qualitative scale) of net increase in impervious surface area
6.6 Reduce total energy consumption of construction and operations	6.6 <i>Criteria 6.6 to be assessed during alternative package screening</i>
<b>7 Distribution of Benefits and Impacts</b>	
7.1 Avoid or minimize disproportionate adverse impacts on low income and minority populations	7.1 Magnitude (on a qualitative scale) of potential residential property acquisitions in blocks or block groups with high share of low income or minority populations (compare to impacts in other blocks or block groups)
7.2 Provide for equitable distribution of benefits	7.2 Potential improvements (on a qualitative scale) to vehicle and transit travel times between representative low income or minority areas and selected destinations (including employment, education and commercial areas)
<b>8 Cost Effectiveness and Financial Resources</b>	
8.1 Ensure cost effectiveness	8.1 <i>Criteria 8.1 to be assessed during alternative package screening</i>
8.2 Ensure a reliable funding plan for the project	8.2 <i>Criteria 8.2 to be assessed during alternative package screening</i>
<b>9 Bi-State Cooperation</b>	
9.1 Support adopted regional and local growth management and comprehensive plans	9.1 <i>Criteria 9.1 to be assessed during alternative package screening</i>
<b>10 Constructability</b>	
10.1 Maintain transportation operations during construction	10.1 <i>Criteria 10.1 to be assessed during alternative package screening</i>
10.2 Minimize adverse construction impacts	10.2 <i>Criteria 10.2 to be assessed during alternative package screening</i>

- Notes:
- Bicycle, pedestrian and freight components will be evaluated with the roadway and new crossing categories given their interrelationship.
  - These criteria will be used in alternative screening, but the performance measures will change. At that time, each alternative will be evaluated against all the criteria.